

ORRYAN'S ROUGH NECKS DEMAND HAM AND EGGS

Transport Empress of Britain Welcomed With Noise and Smokes.

TELL OF KEMMEL FIGHT

Brooklyn Fighters Declare It Was Fiercest Battle of the Whole War.

Wounded and gassed men of O'Ryan's division, New York's own Twenty-seventh, were aboard the transport Empress of Britain, the only troopship that arrived yesterday. The Kroonland loomed through the shadows of Quarantine at nightfall, but will not be at her Hoboken dock until about 9 A. M. to-day.

A fleet of transports was due yesterday, but none except the Empress of Britain in the morning and the Kroonland in the evening walked into port. Bad weather is the answer, the nearest weather in twenty years, it is maintained. Among the ships loaded with troops that should be here to-day are the Adriatic, Siamese Prince, Doehra, Mercy, Susequahanna, Oregonian and the Tennessee, carrying about 10,000 men, including nearly 4,000 wounded.

They are sending the wounded home rapidly these days. Little time is lost in returning convalescents. There were 500 on board the Empress, 500 stout fellows who had fought side by side with the Australians in front of St. Quentin and later helped smash the Hindenburg line. How they praised those Australians! Every American soldier who talked about the Kangaroo says that they are the good darned fighters that ever cut loose.

Glad to Get Back to Brooklyn.

Among the wounded were veterans of the Twenty-seventh. The Twenty-seventh divisions, many of whom live in Brooklyn and seemed curiously pleased to get back there. The rest of the Empress's contingent, which numbers 76 officers and 3,373 men, came mostly from English training camps—aviator chaps as Johnny Bull says—and they haven't yet recovered from their disappointment that they had no chance to take a slam at the Germans. What's more, they never will get over it.

The Empress slid up the bay in the middle of the morning. Her crowded decks tossed light hearted badinage at dignified persons in tall coats. Lanky lads, still pale from the long inactivity of hospitals, leaned over the rail and hollered for ham and eggs and beer. It must be stated here and there that the American Army doesn't like ham and eggs as its favorite food. It came home hoping for ham and eggs and if the people really desire to touch the hearts of the heroes ham and eggs should be dished up in mountainous quantities. The men of the Twenty-seventh mutton simply ruins the taste of the mutton. The sweetest tempered soldier, for nine months the British people have been cramming them with mutton and slugging down the sheep with tea.

Plenty of Noise for Them.

"My Gawd, Mike!" yelled a buck private that dangled over the rail. "My Gawd! We got aboard the Empress!" All New York, or what they could see of it, looked good to those lads to whom fate has been so kind. They jammed the decks as the ship boomed along up the bay past the Statue of Liberty and the Battery and so up the North River, cheering everything in sight, and as with every incoming transport there was a din of whistling that hurt eardrums. Again the big police siren, screaming like a demon in anguish, led the frightful chorus, which lasted for ten minutes. The boys seemed to like it.

Without delay or friction the Empress of Britain was docked at Pier 51 and the men were promptly disembarked. In two hours or so they had been checked up by their commanding officers and by the staff of Gen. George H. McManus, commanding the port of embarkation, and had been sent on their way to the demobilization camp, Camp Mills. But before they were they were much of by the Red Cross girls and they received handfuls of cigarettes.

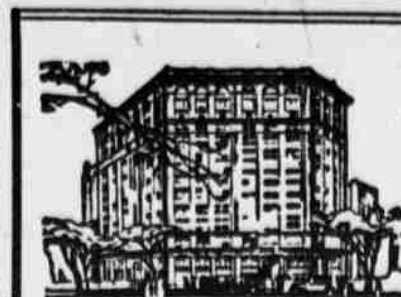
The Patrol took 10,000 cigarettes down the bay to put aboard the Empress, but the wind was so strong and the sea so choppy that nobody dared take the risk of climbing a ladder from the deck of the bobbing, bouncing little boat to the rail of the slowly rolling big one. The rungs of the ladders were incriminated with ice and one slip would have meant a bath in water as cold as that which laves the sides of Greenland's icy mountains. Besides a lot of official scenery, Brooklyn's nattiest would have been ruined. So the cigarettes were carried back to town and served at the dock, every lad getting a big bunch. They also had all they wanted of sandwiches, hot coffee, pie, cake and other goodies. Mutton was not offered.

Informal, but Eminent.

"Oh, we were all shot to hell by the Germans," he said with the directness of his breed, "but what do we care? We came out on top—alive."

Capt. George A. Blair, a liaison officer of the Second Army Corps, was with the Twenty-seventh Division at St. Quentin when the Americans went to the support of the British.

"I was sitting with a British officer in his dugout one night," said Blair,



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PALMER GETS HIGH PRICES FOR MILLS

Two in Passaic and One in Garfield Bring Total Far Above Par.

The task of Americanizing the big woolen spinning mills in the vicinity of Passaic was moved a notch nearer completion yesterday, when A. Mitchell Palmer, Allen Property Custodian, sold the previously enemy owned stock of the Gera Mills and the Passaic Worsted Spinning Company, at Passaic, and the New Jersey Worsted Spinning Company, at Garfield, N. J. The sales netted a total of \$4,389,908 for stock which has a par value of only \$3,541,800. Two of the mills—the Gera and the New Jersey Worsted Spinning Company—were bid in by Christian Bahnsen, who helped to found both, and who is president of the Gera concern and vice-president of the other.

Mystery surrounds the identity of the actual buyer of the Passaic Worsted Spinning Company. It was bid in by Shearson, Hamill & Co. of 71 Broadway, but the representatives of that house said they were acting for "unnamed spinning interests." Who these interests may be was carefully withheld, but the sale of the Passaic concern produced the most spirited bidding of the day.

The par value of the stock of the concern is only \$100, but the Shearson-Hamill representatives took it over at \$208 a share, a price which caused amazement among the other woolen manufacturers present. Rumors were circulated to the effect that the stock was being bought for the Giant Spinning Company of Bradford, England, said to be the largest British spinning company.

The truth of these reports was discounted because one of the terms of the sale conducted by the Alien Property Custodian is that sales to be binding must be to American citizens. A committee representing the Custodian sees that purchasers are citizens before title is passed.

Seventy per cent. of the total stock of the mills was sold in the sale. Its par value was \$425,000, but the Shearson-Hamill Company bid it in for \$859,908.

The Gera Mills sale included 92 per cent. of the company's stock, which had a par value of \$1,614,200. Mr. Palmer's bid was \$2,000,000. He was the only bidder.

Four bidders took part, however, in the spirited contest to get possession of the 75 per cent. of the stock of the New Jersey Worsted Spinning Company. Its par value was \$1,925,600, but the sale price was \$2,000,000. The position was provided principally by John H. Love, who recently bought 47 per cent. of the stock of the Garfield Worsted Mills, which was sold by the Alien Property Custodian for \$1,661,475. Mr. Love's final bid was \$2,000,000 at yesterday's sale. To this Mr. Bahnsen added another \$5,000 and clinched the purchase.

Yale to Revive Training Corps.

NEW HAVEN, Dec. 10.—With assignment of Col. L. A. Baird of West Point as professor of military science at Yale University made known to-day, the Bureau of Standards' training corps will be revived next term.

WASHINGTON, Dec. 10.—The sailing of seven additional transports for American ports with fifty-two officers and 8,000 men was announced to-day by the War Department. Six sailed on December 6, and the other a day later.

The vessels are the Otsego, Maui, El Occidente, Zuiderdijk, Soestdijk, Mercury and the Metapan, which sailed last. The Zuiderdijk has on board the Eleventh Anti-Aircraft Battery, the Soestdijk has the Fourth Railroad Ordnance Artillery's repair shops; the Mercury, 102d, 103d, 104th and 105th casual companies and the Fifth Anti-Aircraft Battery, while the other ships are carrying patients and casuals.

"Our troops in Europe are being returned to the United States as rapidly as conditions will permit," Secretary Baker said to-day. "Determination as to when any particular organization can advantageously be returned is left to the discretion of the commanding General of the expeditionary forces."

German Taboo in District Schools.

WASHINGTON, Dec. 10.—Prohibitory legislation against the teaching of the German language in the schools of Washington was reenacted for another year to-day by the House in considering the District of Columbia 1920 appropriation bill.

OFFICER WHO BEAT U-BOATS GOES HOME

Commodore Wells Organized the System of Convoys for Troops and Supplies.

SCHOOLS FOR SKIPPERS

Taught Sea Tactics and Worked Out Routes to Avoid Submarines.

Commodore Lionel de L. Wells, principal British convoy officer in the United States, is preparing to return to England. He will sail next Monday on the Adriatic. Officially, Commodore Wells is going back home on leave. Actually, however, his work here is ended, although the skeleton of the system for combating the undersea menace, built up by him in this country, will remain intact for the present.

As head of the "convoy and route giving branch" of the British Admiralty here, Commodore Wells had charge of the work of enabling troop ships and cargo vessels to elude submarines. Protection of neutral merchantmen was included.

Commodore Wells came to this country in March, 1917. His first step was to open a chain of offices in the various ports for the instruction of merchant shipping. To these schools of instruction came the skippers of the troop ships and the merchant vessels for information as to the best sea routes to avoid submarine nests, as well as for lessons in zigzagging and the other maritime tricks.

He said a few words of sincere praise yesterday for the work done by the United States destroyers and thanked the newspapers for their ready acceptance of the censorship.

"The convoy system," said Commodore Wells, "demanded the use of destroyers for the ocean voyage, and a system of destroyer escorts in the dangerous waters off the United Kingdom and French coast. These escorts, of which a considerable number have been United States ships, have done most useful work."

"It is difficult to overestimate the heroic work of the mercantile marine, or recognize suitably the debt of the nations arrayed against the enemy to them. New York has been the greatest convoy port of the world, for although a good deal of prominence has naturally been given to the troop transportation, all the time the goods have been slipping across to the tune of about fifty ships a week to supply food, ammunition and stores."

Commodore Wells retired from the Royal British Navy in 1906 and became chief of the London Fire Brigade. Subsequently he was the principal political agent of the Conservative party in Mr. Balfour's administration. He has received several honors at the hands of King George and was only recently named a Companion of the Order of the Bath.

GRIP KILLED 17,000 IN CAMPS.

338,287 Cases of Influenza Reported Up to December 1.

WASHINGTON, Dec. 10.—An official summary of the results of the influenza epidemic in army camps and military centers in the United States, made public by the War Department to-day, shows that there were 338,287 cases of the disease up to December 1, with approximately 17,000 deaths.

Because deaths resulting from influenza and pneumonia were not separately grouped only approximate figures were given for those due to the epidemic. From September 13, the date of the outbreak, to December 1, 19,694 deaths from all causes were reported by military stations in the United States. Army medical authorities estimate that about 2,000 of these were due to causes other than influenza and pneumonia.

Legislation to provide for the establishment of standards for all lines of industry with the bureau as the determining and classifying agent is suggested by Secretary Redfield. He says:

"The functions of the Bureau of Standards should be so enlarged as to permit the making of any standard commodity to submit a specimen of his product for examination and to provide that the bureau, after such an examination, should certify to the facts that a buyer, domestic or foreign, ought to know respecting the nature of the article. The manufacturer should be permitted to attach a copy of the certificate to all of his production of the particular kind and quality so certified."

"Severe criminal penalties should be provided for willful violation of the manufacturer's agreement to attach the certificate of the Bureau of Standards only to goods coming fully up to the certified sample."

War work accomplished by the Bureau of Standards is extensively reviewed in the report. Scientific problems in nearly all branches of aeronautics have been investigated by the bureau during the year and much assistance given on airplane motor problems. Munitions gauges were standardized and methods of producing optical glass developed.

Estimates for the fiscal year of 1920 aggregate \$29,727,140. A large part of the increase over the current year of \$21,571,675 is for the Bureau of the Census to provide for taking the fourteenth decennial census.

TRADE BALANCE OF U. S. \$2,982,226,238

Secretary Redfield's Report Shows Big Excess of Commerce in Our Favor.

PLANS FOR PEACE WORK

Foreign Bureau to Be Expanded, Inland Waterways Urged and Standards Planned.

WASHINGTON, Dec. 10.—Expansion of the bureau of foreign and domestic commerce to enable it to give effective aid to American manufacturers and merchants in taking full advantage of after the war world trade opportunities is the chief recommendation of Secretary Redfield in his annual report, made public to-day.

The Secretary also reiterates his approval of the proposed development of a Government owned intracoastal waterway to link up the great cities of the East, from the lakes to the coast and down the Atlantic seaboard.

Dealing with post war trade and the part the bureau of foreign and domestic commerce can play the report emphasizes especially the need for additional commercial attaches and trade commissioners. The balance of trade in favor of the United States for the fiscal year 1918 was \$2,982,226,238; the total of the merchandise export trade was \$5,928,285,641 and of the import trade \$2,946,059,403.

"Measured by the economic needs of the country and by the grave responsibilities of post war competition," the report says, "the bureau should be expanded substantially in every branch of service."

Inland Waterways Valuable.

Of the inland waterways Secretary Redfield says:

"An important step forward which will be of great advantage to our commerce was taken when the Director-General of Railroads assumed on behalf of the Government for the period of the war the operation of the Cape Cod and the Delaware and Raritan canals, the latter being operated in connection with the New York State Barge Canal. Every economic, military and naval argument points to the importance of the earliest possible development of a Government owned waterway corresponding with what is commonly known as the Atlantic intracoastal waterway, connecting all the great cities of our Atlantic seaboard with one another, with the New York state waterways, reaching to the great lakes and Lake Champlain, and with all the railroad terminals along our Eastern coast."

"Such a waterway, safe alike from the effects of storms and from the acts of enemies, would be a great asset to the nation if it were available to-day. The development of the use of our internal waterways having been taken over by the Railroad Administration, this department retains an interest in them only because of their effect in promoting our commerce."

Standards for All Industries.

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DIFFER IN VIEWS OF BRITISH CABLE NOTE

Commercial Company Sees Danger of Clash of International Interests.

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Interest in the Commercial Cable Company's fight to thwart Postmaster-General Burleson's seizure of the cables centered yesterday in the allegation by Clarence H. Mackay, president of the company, that the British Government questioned the right of Mr. Burleson to take over the cables and had instructed the Commercial Cable Company "to make no changes at the direction of Postmaster-General Burleson without first submitting them to the British authorities for approval."

While it was reiterated at the office of the Mackay company that the British Government was emphatically opposed to the seizure, Newcomb Carlton, president of the Western Union Company, declared that the only step that had been taken by Great Britain in the matter was a request that it be advised in advance of details of the changes in operation that the seizure would entail.

"The Western Union also received this inquiry," said Mr. Carlton. "All this talk of possible international disagreement, treaty violation, &c., is the merest balderdash and trumpetry. The Commercial Cable Company has seized upon a mere polite inquiry, having no bearing whatever on the cable controversy, and attempted to twist it into an argument for its own case. Does any one imagine for one minute that the British Government would tell this American corporation to disregard a proclamation of the President of the United States?"

George G. Ward, vice-president and general manager of the Mackay company, issued a statement setting forth alleged disadvantages of the Burleson action and attacking Theodore N. Vail for his advocacy of the confiscation of the telegraph and cable systems under one head. Mr. Ward declares that the present congested condition of the cables is due, not to competitive management, but to the fact that seven of the seventeen transatlantic cables are broken and out of service. The immediate need, he declares, is not for consolidation but for the repair of these interrupted lines.

PLEA FOR THE RAILROADS.

Davies Wardlaw Warns of Danger in Continued U. S. Control.

HARTFORD, Conn., Dec. 10.—In an address to the Savings Banks Association of Connecticut to-day, S. Davies Wardlaw of Baltimore, president of the Seaboard Air Line Railroad, on "The Future of Railroad Securities," said in part:

"The real issue, after all, is autocracy paternalism vs. Americanism—individual initiative.

"The 'pace will be set' for all future business activities in the solution of the problems of the railroads—the greatest of all industrial enterprises and the closest to the people. They have been built up through years of constructive work and they have been the great developing agencies in agricultural pursuits and of business enterprises, be it the factory or the mine."

"Individual initiative has accomplished this. It is now at stake. It has been backed by capital because it had faith in it. It should be safeguarded if we hope to preserve the stability of our institutions. Its destruction means replacing it by a new and now partially tried system that eventually would extend further, perhaps into four private affairs. What has developed the railroads has developed self-reliant men, who have built this country and have made self-reliant soldiers who decided the war."

60,000 DAIRYMEN OFFER SOLID FRONT

Their 1,500 Delegates Vote as One at Annual Stockholders' Meeting.

STAND BACK OF OFFICERS

Ask Milk Companies to Pay Semi-Monthly and to Give Daily Receipts.

One fact stuck out like a poulticed thumb at the annual stockholders' meeting of the Dairymen's League, Incorporated, in Grand View Hall, Jersey City, yesterday, and that was the unanimity of the 1,500 delegates representing the 60,000 members of the league on all questions brought up.

The stockholders recommended that the directors consider carefully whether or not new stockholders be admitted who heretofore have neglected to support the league. They further recommended that the directors urge all milk companies to make semi-monthly instead of monthly payments, and also that distributors give printed slips to farmers showing the weight of each delivery of milk.

They looked with disfavor upon league officers holding any position outside the league, although no explanation accompanied the resolution. It was generally understood the farmers want R. D. Cooper, the league president, to give up his position as president of the Cooperative Milk Producers Marketing Association.

The stockholders approved the idea of fostering other associations of farmers and federating all farmers' organizations. They also approved of the league's efforts to inform the public as to the food value of milk and recommended that educational departments of all States encourage instruction in schools as to the necessity of using more milk and of its value as a food.

The league directors were directed to extend the freight zone for the basic price of milk from 150 miles to 250 miles, which is said to be nearer the center of milk production.

Milo D. Campbell, president of the National Milk Producers Federation, said that in many sections of the country there is much unrest among dairy farmers because of numerous investigations into the milk industry and milk conditions. Referring to Chicago, he contrasted treatment accorded to farmers with the immunity granted beef packers.

CRALL IS COLONEL OF "NEW SEVENTH."

World Marksman Assumes Command of Regiment.

Col. Howard Elmer Crall, who broke the world's record for marksmanship when a member of the Seventh Regiment's Rifle team of 1905-1906, has been commissioned Colonel of the Seventh Regiment, and began yesterday the active duties of his new office as successor to Col. De Witt Clinton Falls, who was commissioned a Major in the United States Army ten days ago.

The "New Seventh's" new Colonel has been actively identified with the regiment almost twenty-eight years, having enlisted as a private January 9, 1891. He served successively as a lance corporal and so on up the line to a Captaincy and was commissioned Lieutenant-Colonel of the organization October 11, 1917. He was a member of his company rifle team—Company G—from 1892 to 1915 inclusive and of the regimental rifle team from 1892 to 1915 inclusive. In 1913 he was captain of the regimental team and was a member of the New York State team for four years.

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Minneapolis, Minn.
New York, N. Y.
New Orleans, La.
New Haven, Conn.
Norfolk, Va.
Philadelphia, Penn.
Pittsburgh, Pa.
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SECURITY LEAGUE INQUIRY IS ORDERED

House Seeks Light on Its Activities in Election.

Special Dispatch to The Sun.

WASHINGTON, Dec. 10.—Without any difficulty the House adopted to-day the resolution providing for an investigation of the political activities of the National Security League. Previously the resolution had been amended to include both officers and employees of the league.

Chairman Pou (N. C.) of the House Rules Committee had his own name on the resolution when it was reported, taking it away from Representative Frear (Wis.), who first agitated the matter. Mr. Pou and Mr. Frear agreed on the change, because Mr. Pou was aroused particularly over the listing of his own name by the league as "50 per cent. patriot."

The Speaker named these Representatives as the investigation committee: Johnson (Ky.), Harrison (Miss.), Saunders (Va.), Reavis (Neb.), Walsh (Mass.) and Browne (Wis.).

Mr. Pou told the House that no attention would have been paid to the league and its action were it not for the fact that the names of nationally known men are connected with it, and that it is understood that more than a million dollars was expended in trying to defeat Congress candidates for reelection who did not measure up to the standard of patriotism set by the league.

8,000 QUIT AT SHIPYARD.

Bethlehem Workers in Baltimore Plant Have Wage Dispute.

BALTIMORE, Md., Dec. 10.—The day force of the Bethlehem Shipbuilding Corporation, numbering 8,000, refused to work to-day at the shipyard.

Even Anderson, manager of the plant, says the men have made no formal demands. He believes the affair is the outgrowth of a strike yesterday, between 3